

PARLIAMENT

Ottawa, May 1, 1901.

A very interesting discussion took place in the house on Monday in committee of the whole on the bill empowering the C. P. R. to construct a line from Teulon, Manitoba, to Sifton Landing on Lake Winnipegosis in the Dauphin district. When the bill was before the railway committee McCreary, M. P. for Selkirk, in which constituency the route of the railway lay, had urged that before the company was allowed to build this line it be compelled to construct a short extension between Selkirk and the Icelandic settlement at Gimli, on Lake Winnipeg for which it already held a charter. The grounds being that there was population at Gimli badly needing a railway while there was no population to be served, and the country was worthless, along the line over which the new charter was asked. The minister of railways agreed to the principle and provision was made in the bill that the extension to Gimli must be completed before the company would be empowered to build to Sifton Landing. Shortly stated the principle was adopted that a railway company must complete its engagements where there are people to be served before being allowed powers where there are no people to be served. When the bill came before the house in committee of the whole Scott, of West Assiniboia, had reached a conclusion that if the principle was good in Manitoba it should be good in the Northwest. He therefore demanded that the C. P. R. who some years ago acquired the Northwest Central railway charter, should be compelled to build sixty miles of this line as a condition of getting the charter from Teulon to Sifton. He was assisted by Davis, M. P. for Saskatchewan, who spoke at length and to such effect that the bill was held over for that day to permit of an arrangement being effected if possible. On the suggestion to hold the bill over the minister of public works took occasion to champion the cause of the C. P. R. and to accuse the western members of antagonism to that company.

When the bill was reached on Monday Mr. Scott asked if the C. P. R. had yet agreed to build 60 miles of the Northwest Central this year. As no such agreement had been reached Mr. Scott proceeded to discuss the question at length. In the course of his remarks Mr. Scott said: What the members from the Northwest ask and what I ask this year is that before this permission is granted to the Canadian Pacific Railway, they shall consent to build sixty miles of the line under the old Northwest Central charter. It may be contended that this is in a different part of the country, but I will contend that they are the same people who are asking for this permission as those whom we wish parliament to compel to build sixty miles under the Northwest Central charter. The hon. minister of public works (Mr. Tarte) the other evening contended that what we are asking for in regard to this matter would create a precedent, that it was something that has not been done before in this house. Whether it has been done in this session or not, I am not aware. But the action which was adopted on the suggestion of my hon. friend from Selkirk (Mr. McCreary) is a precedent for the action which I suggest. And, although my hon. friend the minister of public works contended against that view, I think the action taken in connection with the charter granted to the Crow's Nest Southern Railway Company will be held to be a precedent for the action which I ask the house to take. The Crow's Nest Southern charter was before the railway committee not many days ago, and the committee laid down the principle that these private parties should not be granted the charter until they had agreed to certain provisions in the interests of the people of Canada. That is exactly what I ask. I ask that this charter be not granted to the Canadian Pacific Railway Company until they agree to certain conditions which, I contend, are manifestly in the interest of a certain portion of the people of Canada—a large number of the people of the Northwest Territories. The country through which the Northwest Central road will run, and the present condition of that country were well described by the member for Saskatchewan (Mr. Davis). Hon. members are aware, I suppose that the main line of the Canadian Pacific Railway almost parallels the Qu'Appelle valley through a portion of the Northwest Territories, commencing say, at the Manitoba boundary line, for some 200 or 250 miles westward to Moose Jaw. The road is south of the river at an average distance of about twenty miles. Almost twenty years ago a large number of settlers went into the country north of Qu'Appelle valley. These people, in the Northwest, are strung along from the Manitoba boundary almost to Long Lake, north of Regina. Most Qu'Appelle is in that district. Year after year since the Canadian Pacific railway acquired the Northwest Central charter delegates representing the people in that country have gone to Winnipeg and have endeavored to prevail upon the Canadian Pacific railway to extend the road and give them the railway communication they need. And, year after year, the representatives of the Canadian Pacific railway have represented to these people that the company was financially unable to extend the line. The Canadian

Pacific Railway Company admit, and will admit, day after day, that as soon as the road is completed in that country, it will be a paying road; but they say that the people in that district will have to exercise patience until the company becomes financially able to construct the road.

Hon. Mr. Haggart. For how many years have the Canadian Pacific railway had control of the charter?

Mr. Scott. I understand, about four years. I know that it was three years ago this last winter that, travelling westward from Winnipeg, I met gentlemen on the train who were delegates and had been down to Winnipeg to interview the Canadian Pacific railway officials. I had considerable talk with these delegates, and they explained the situation as I am endeavoring to explain it to the house. They met Mr. Whyte, the general manager, and other representatives of the Canadian Pacific Railway Company in Winnipeg, and placed the case before them as I have stated it. These representatives of the company said that the company would build the road into that country as soon as it was able to do so. It seems to me an entirely reasonable proposition that, when the company come here and ask power to construct 100 miles of road into a portion of the country where there are few people and where, so far as I am aware, there is no person particularly anxious to have the road built, we should make it conditional upon the granting of this charter that the company should spend their money first in this portion of the country where railway communication is urgently needed. The hon. member for Saskatchewan (Mr. Davis) the other evening read a petition, which I have in my possession, but which I will not take the time to read again. He stated, and I believe stated correctly, that at the present time in that district there is a production of wheat amounting to about half a million bushels a year. There is something like 50,000 acres of land under cultivation there, and there are many settlers. All that wheat, or the greater part of it has to be transported a distance of twenty-five miles. That is not the worst of it, the wheat has to be transported across the Qu'Appelle valley, the banks of which are 240 or 250 feet high. So I say that even if we are creating a precedent in this matter, it is a very good precedent to create.

The minister of public works followed Mr. Scott and argued against the C. P. R. being compelled to build the Northwest Central. In the course of his remarks he said:

I know there are some hon. gentlemen from Quebec who are anxious to see the Canadian Pacific railway build branch lines in their constituencies, my hon. friend from Labelle (Mr. Bourassa) for one. I know that he and his friends have pressed us very hard to use our influence with the Canadian Pacific railway to get them to build branch lines. Suppose some of those hon. gentlemen should rise in their seats and say: Before this charter is granted the Canadian Pacific railway must build a branch in my riding. We sympathize deeply with our friends, but it is a fair precedent to ask this house to adopt? Of course they will realize immediately that instead of promoting the object they have in view they would simply defeat it. Perhaps they would permit me to say that the Canadian Pacific railway have never given any specific pledge that they would build this sixty miles. I know that communications have taken place since we met the other day. This morning I saw Mr. Drinkwater, who is acting president, and he told me that their intention was to build that Great Northwest line as soon as they could. Explorations are not yet completed, it is not fair to ask them to bind themselves in the bill to do so. Of course I do not speak for the Canadian Pacific railway here, I happen to live in Montreal, and am not in very close touch with them. But Mr. Drinkwater stated to me this morning that he has understood from Mr. Shaughnessy that they would build that line as soon as possible. But the surveys are not completed and they cannot consent that that clause be inserted in the bill. I think with this explanation our friends could allow the bill to pass.

McCreary thought Mr. Scott's demand unreasonable, but wanted the bill further amended to compel the building of the line to Icelandic river.

Sir Wilfrid Laurier opposed Mr. Scott's contention. The C. P. R. should not be prevented from building in one part of the country because they had failed to build in another.

Richardson, of Lisgar, Manitoba, Lord, of Macdonald, Manitoba; McLeod, of West York, and Oliver, of Alberta, supported Mr. Scott's contention.

Douglas, East Assiniboia, was committed by agreement of compromise to the Northwest Central bill as it went through, and so could not support Mr. Scott by vote; but in the course of his remarks he spoke as follows:

While it would be inconsistent for me, having agreed to the other proposal, when this bill passed the railway committee a few days ago, to urge this strongly, yet, I do so here and now to impress upon the house that this is a case where the government ought to step in and save to the Canadian Pacific railway or any other railway company, that when it is proposed to spend money in opening up a country where there is no settlement, it is in the interest of the government, and in the interest of the country that the people who have been settled for eighteen or nineteen years should be the first to have their wants attended to. That is the point that I desire especially to enforce. I need not dwell upon it at length. I spoke at length in the railway committee on this question not long ago, but I would wish, before sitting down, to allude to the feeling against the Canadian Pacific railway on the part of Northwest members. I do not think it is in the minds of the Northwest members, but it is in the minds of the people they represent, and as I have told the Canadian Pacific railway in their own office, it is as much as a member's political head is worth to say a word in their favor in the west. It is just as well that the house should know that, and if they wish another condition of things to be brought about, they should adopt a new policy to meet the wishes of the people, to develop the country and seek to give them such railway facilities as the country demands. The feeling exists against the Canadian Pacific railway, and there is no use of hiding it. It is strong, and members must necessarily speak the minds of the people they represent when they come before the house. Therefore, I would impress upon the government, at least, to give the people that we have brought into the country, who have been in the country facing difficulties and passing through the hardships of early settlement, the conditions of success, including railway facilities at the earliest possible date.

Mr. Oliver said: I do not wish to delay the house, but I wish to allude to the general question that is involved in this discussion. There are some important particulars in connection with the Northwest Central railway, and with the request that is being urged upon the house to compel the building of the road under the charter, that I think should be emphasized. This is one of the most important charters in the western country. It was granted in the early days for the construction of a parallel, competing line with the Canadian Pacific railway from end to end of the country. As a result of the granting of that charter, settlement went in along its proposed line. It is because of the existence of the charter, rather than merely the capabilities of the country, that these settlers are in that district to-day. When this parliament grants a charter, if it means anything, it means that there is an understanding that that charter shall be built under. This parliament, I say, is in the position of having been a party (Continued on page 4.)

JUDICIAL SALE —OF— Farm Property.

Pursuant to an order of the Supreme Court of the Northwest Territories in the matter of a certain mortgage made by Amadeo Mueller.

There will be offered for sale with the approval of the Deputy Clerk of the said Court at Edmonton by the Sheriff Scott Robertson and his clerks at Robertson Hall, in the Town of Edmonton, at 2 o'clock in the afternoon on Tuesday, the 21st day of May, A. D., 1901.

All and singular the South West quarter of Section Sixteen in Township Fifty-Six, Range Twenty-five, west of the Fourth Meridian in the District of Alberta.

The property will be offered for sale subject to a reserve bid. The purchaser will pay 20 per cent of his bid to the vendor or his solicitors at the time of sale and the balance within 30 days thereafter into Court to the credit of this cause without interest.

Particulars may be had from Messrs. Taylor & Boyle, Advocates, Edmonton.

Dated at Edmonton, this 29th day of April, A. D., 1901.

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Deputy Clerk Supreme Court.

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Some of these are within half an hour's drive of Edmonton. With such a large number of Farms, it should be easy for You to make a choice.

MONY TO LOAN.
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—INSURANCE—
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15 Dwelling Houses all sizes.
Lots in all parts of Town.
Main Street Corners and other lots.
Business places.

F. FRASER TITMS,
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TURKEY EGGS

at Asley's, for setting
Fourteen for \$1.00.

Snaps...

We have them and they are open for your inspection. Choice farm lands and city property for sale or trade. If you wish to buy, sell or trade real estate, come in and see us. We write Insurance and place Loans on "express train" time.

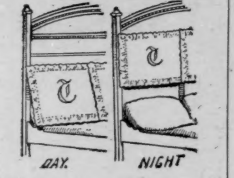
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Watch them wear.

Just received, a large assortment of all sorts of Spring and Summer Suits at prices to please all. Hats, Caps, etc. to fit everyone and at low prices. I invite inspection and will be pleased to have you call and see my goods.

H. Sigler.

Pillow Sham Holders.



The famous

Tarbox Sham Holder

Is just the article you have been looking for. It does not crease or soil the sham and any child can use it, while the price is so reasonable you can't afford to spend your time in folding shams.

The Tarbox is the sham holder that can be attached to iron beds.

Price 75 Cents.

McIntosh & Campbell,
Upholstering, Picture Framing, Under-taking.

NOTICE.

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EDMONTON, - ALBERTA.

TRANSIENT TEAMING...

Any goods consigned to our care will receive prompt attention.

M. McCauley, Proprietor

P. O. Box 194. Telephone 39.

BULLS FOR N. W. T.

Arrangements have again been made by the Pure Bred Cattle Breeders' Association of Manitoba, whereby pure-bred bulls will be shipped from Manitoba to the Territories under arrangements with the Territorial government. Apply to Department of Agriculture, Regina, for conditions etc. Freight charges only \$5.00 per head. Cattle will be dispatched as soon as sufficient animals are confidently recommended parties desiring to purchase stock to place their orders with Mr. Wm. Sherman, Selkirk, Man., who will again take charge of the shipments.

GEORGE H. GREIG,
Sec'y, Pure Bred Cattle Breeders' Association, Winnipeg.

Atlantic Steamship Line

PORTLAND & LIVERPOOL SERVICE.
From Montreal.
Lake Champlain, (Beaver) May 1st.
Parisian, (Alban) May 1st.
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Christiana, (Alban) May 1st.
From Portland.
Cambridge, (Dominion) May 1st.
Vancouver, May 1st.
From New York.
Univis, (Canada) to Liverpool, May 1st.
Majestic, (White Star) to Liverpool, May 1st.
Southard, (Red Star) to Antwerp, May 1st.
First Cabin, \$5 and upwards. Second Cabin, \$2.50 and upwards. Steerage, \$1.50 and upwards.
Passengers ticketed through all points in Great Britain and Ireland, and at specially low rates to all parts of the European continent. Freight passage arranged from all ports.

Apply to the nearest steamship or railway ticket agent, or to

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General Agent, Winnipeg.
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The rain may come and go, but its effect upon

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is nil. There is no shrink in it. The goods are all sponged and shrunk before being made up. Shorey's reputation is attached to each individual garment—you will find a guarantee card in the pocket.

It costs no more than the unsatisfactory kind.

Material, style, make and finish irreproachable. That is why we sell it.

Money back, if what we tell you is not true.

Great Clearing Sale...

For the next THIRTY DAYS we will offer our entire stock of

Men's Fur Coats

Men's Frieze Coats

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Mens' Frieze Suits

(Double Breasted)

Men's Fur Caps

Ladies', Misses' & Children's

Felt Shoes

At Cost.

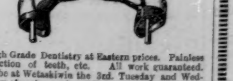
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Our prices on Choice, Fresh Groceries are rapidly increasing our Grocery Trade.

Terms Cash.

ROSS BROS.

Dr. McIntyre, Dentist



Money to Lend.

A large amount of private funds to lend on first mortgage on land. Apply to

SHORT & CROSS,
Advocates, Edmonton.

FLOUR

ALL STANDARD GRADES

Made from carefully selected Wheat

Weight Stamped on Every Sack

Always ask for Flour made by

The Edmonton Milling Co.

STRATHCONA, ALTA.

Re-Opening

with a brand new stock of Dry Goods, Groceries, Boots and Shoes, Hardware, etc.

THE SPRUCE GROVE STORE

lately occupied by Mr. Fairbank

Open by March 29th.

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Gunsmithing

Guns repaired and cleaned. Re-creating a specialty.

Sewing Machines and other light machinery repaired and mended.

Bring your gun and get it cleaned for the spring shooting.

ARCHIE CAMERON,
McDonald St., next McCleary's Office

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THE LEADING

Watchmaker and Jeweler,

is still to the front with a complete stock of all the latest dry goods in Clocks, Watches, Jewelry, etc. All kinds of Optical Glass.

Engraving done at moderate price.

All Repairs guaranteed to give satisfaction.

Wedding Rings made on shortest notice.

Call and examine stock before purchasing elsewhere.

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On Improved Farm Property in Alberta

OKER, HARMON & WATSON,
Winnipeg, Man.

G. S. LOTT, CALGARY,
District Agent for Alberta

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Brewing & Malting COMPANY.

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Manufacturers of the new celebrated

XXX Porter and Ale and Lager Beer.

Bottled, or in cask or keg.

Family trade solicited, and delivery free.

J. B. MEACER is my Agent at Edmonton, from whom any Porter or Lager can be obtained at the same price as at the Brewery. Export orders returned when empty in the same form as they came. Any person or persons selling or buying or defacing names on casks in any way will be prosecuted.

Ring us up at any time with order.

ROBERT CHESLER, Proprietor

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MACHINE SHOP.

I have taken over the business formerly conducted by Stapley & Brewster, and am prepared to do all kinds of repair work on engines and farm and other machinery. Blacksmith and Wood-working shop connection. Satisfaction guaranteed.

W. A. BREWSTER,
Stapley & Brewster's old stand, Edmonton

WM. LOCKHART

UNDERTAKER.

Coffins and Caskets, all styles, made at moderate prices. All kinds of funeral arrangements.

Third Street, South of R. R. Co.'s Store

WETASKIWIN.

Splendid weather. Wetaskiwin paid Wetaskiwin a visit last week. A train wreck near Lebowitz, but nobody hurt.

John of Galicians went north on Saturday. F. H. Bogue paid this town a visit on Monday, just the same old Jerry. J. A. O'Neill Hayes has gone out to work on a land prospecting trip.

The hay mosquito is again at work in the season of the old familiar.

Intended erecting their church west of the track almost immediately. The school assembly has been completed and shows a very considerable increase in the assessable value of the district.

Quite a number of small fires have been visible around town during the last week.

We hear that Evan Oldland has sold the Alberta Hotel and adjoining lots to W. M. Males.

Board of license commissioners for this district met at Edmonton on Thursday to consider applications for licenses in Wetaskiwin.

This town is terribly healthy as is evidenced by the fact that the only person who has been absent a week, and nobody but any of the town.

The new grass is showing up rapidly and wild flowers are appearing in quantities. The late drying winds have considerably improved the trails and farming work is going on apace.

Large ships in a car of Calgary came for the foundation of this year. Due to the difficulty of hauling local stone, the cost of it is by far from the south.

New settlers still coming. Three most interesting strangers put in a week during the last week, and were particularly well received. At the first of the trip took up on Thursday the home of Mr. Giles on Thursday.

On Friday No. 2 put in an appearance at Mr. McEachern's, and on Saturday Mr. Dickson joyfully made his appearance for the third. We are glad to be able to report the well-being of all three and of their respective families.

Seedling is the order of the day. Nearly all wheat has been already sown and a considerable quantity of oats except on low lying lands which have been too wet to plough until within the last few days, but now good progress is being made and the weather conditions are favorable the greater part will be finished by the 15th, which date is generally considered to be the latest for sowing in this part of Alberta.

As too late sowing, the writer knows of one instance where a good crop of green feed was harvested last year off a patch of land sown to oats in July 7th.

Feasible and law observing residents are asking how it is there is so much of the rowdy element in evidence on Sundays in our town, and under what circumstances so many drunken people have managed to procure intoxicants when all places of sale are by law supposed to be closed. On Sunday last we were cheered by the sight of a drunken fight in the public street, and much consequent disturbance. Is it permissible to ask where the drink is procured? And would it not be advisable to institute an inquiry by the authorities? Our town is fast gaining an enviable notoriety as an immoral and lawless community and it would be well that steps be taken to stop the development of rowdiness which must if allowed to continue, result in injury to the town in addition to the annoyance and discomfort already experienced by all sober and law-abiding citizens.

"GO SLOW ON FLAX"

Namoo, Alta., May 6, '01. Editor Bulletin.

I notice the flax industry problem is causing more or less space in your paper. Kindly permit me to have my say, as while not wishing to throw cold water on any new industry that has shown in it for the farmers, I see go slow on flax.

The worst has grown considerable in Manitoba, and it is not to be expected that it will stand quiet a freeze. I think it is foolish to think it ought here by spring either in the spring or fall, and flax is not an easy crop to grow.

Probably six crops of flax will not take away much more than one crop of flax, and one crop of flax once in six years is all this soil can stand. The soil is not getting flax seed the farmer should know where the seed was grown. Seed from farther south than Manitoba or the northern part of North Dakota is not better suitable for this locality.

and again look carefully to the purity of the seed. The Dakotas and Minnesota are overrun with foul seed such as the Russian catkins and the pod mites. The having of either on the farmer's land is sufficient to make life a burden to himself as well as to his grand children.

So I repeat go slow until you know where you are at.

Yours truly,
CHARLES GOWAN.

NORTHERN PASSENGER RATES REDUCED.

Vancouver, P. C., April 23.—Northern passenger rates have taken an expected tumble in Vancouver. The Northern Pacific is making a long haul for its first class tickets being sold to-day for \$1.00 and \$5 second class. Freight rates remain practically unchanged.

It was announced to-day at the offices of the Canadian Pacific Railway that mail further notice the passenger fare by the company's boats to Skagway from Seattle and Victoria would be first class \$10, second class \$5. As the Alaska Peninsula association has broken up, the Canadian Pacific announced that any and every cut would be met. This is taken to mean that passengers desiring to travel north from any point on Puget Sound will have their fares paid to either Victoria or Vancouver as they may wish, and that they will be transported north at the same rate as quoted by the American lines. It is understood that the reason for this is that the company is desirous of centralizing travel from Vancouver will be lower is that it is desired to centralize travel from the coast, owing to the better facilities for handling the traffic here by the Canadian Pacific. It is not yet known what the rate down from Seattle will be.

IMMIGRATION WORK.

Free Press.—Within the last three or four years, young men from the province of Ontario have not been going to the western states, as they went in former years. As the result of the increased population in Manitoba and the Territories and the rapid development of this western portion of the Dominion, the young men who push their way westward from Ontario are now coming to western Canada instead of going to the western states. And not only is that the case, but a multitude of ever-increasing stream of Canadians who had gone to the western states in former years, is now pouring across the international boundary and spreading over the fertile lands that extend in such a vast area north of that boundary. Drawn into the current of this great stream of returning Canadians are great numbers of those who come to make their homes in western Canada and join in the development of this country.

In 1897 between seven and eight hundred people came from the United States into Manitoba and the Territories, as a result of the energetic, thoroughly systematized activity of the immigration period in the western states for the carrying on of that work. This year, from present indications, the total number of settlers coming from across the line will completely eclipse last year's record, unprecedented as last year's record was.

During the present month, from one county alone in one of the western states a special train of three cars carrying settlers and twenty-three cattle, with their effects, came into Canada, accompanied by an immigration official.

In reply to Mr. G. M. G. Tarte said that the construction of the telegraph line from Bennett to Dawson was commenced in the spring of 1899 and was completed in December, 1899. Its completion to Ashcroft is expected early this summer, by the 1st of July.

The latest returns to hand are up to December 31, 1900. The total number of messages sent from June, 1899 to December, 1900, was 41,816, and the amount of revenue was \$10,772. The number of messages sent over the line during the twelve months of the year 1900 was 32,189, and the revenue was \$8,680. The average per month was 2,681 messages and receipts \$730.2.

The tariff for the line when connection is made through to Ashcroft is not yet determined. The cost of the line as far as finished is \$330,000. The cost of the line through line when completed will be about \$400,000. The length of the line from Bennett to Tagish is forty-five miles, Tagish to Dawson 518 miles, Tagish to Atlin 75 miles, and Atlin to Ashcroft about 1,250 miles.

THE WAR.

Durham, Natal, April 30.—The Boers who are surrendering at Standerton are in a wretched condition. Many of them are wearing trousers made of blankets. They said they were investigating matters connected with trade between Canada and Natal, and were seeking means to improve commercial relations between the two countries. They claimed that Canadians could supply as good products as the Americans, and that they were more honest in their dealings.

British raiding parties have been successful in capturing cattle within the Boer lines and from their laagers.

The prime minister of Queensland has been entertained here. At a reception given in his honor, representatives of the Canadian government spoke. They said they were investigating matters connected with trade between Canada and Natal, and were seeking means to improve commercial relations between the two countries. They claimed that Canadians could supply as good products as the Americans, and that they were more honest in their dealings.

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PUBLIC HOSPITAL CONTRIBUTIONS.

The ladies of the Women's hospital Aid society gratefully acknowledge the receipt of the following contributions to the hospital:

Magazines, Mrs. Flintoff, and Mrs. West, Fort Saskatchewan; eggs, Mrs. Keith and Mrs. West; bread, Mrs. Robertson; jam, Mrs. Mathers and Mrs. Braithwaite; cake, sugar and jelly, soldiers' reception committee; pillows and covers, Mrs. John Ross and Mrs. Huff; bibbles, W. C. T. U. per Mrs. McDonald.

On Monday the secretary-treasurer received a cheque for \$27.70 from Bishop Young, of Athabasca Landing, the proceeds of an offertory taken on April 28th, which was observed as hospital Sunday.

SPRING RACE MEETING AT MACLEOD.

The Macleod Trot Association will hold its spring meeting on Thursday and Friday, May 23rd and 24th. The purses aggregate \$1200.00. The following is a list of the races:

First day.
1. Three year old trot or pace, mile heats, 3 in 5, 1st \$100, and 2nd \$50.
2. Half mile dash for 2-year olds, Alberta bred allowed 7 lbs., 1st \$100, and 2nd \$50.

Second day.
1. 230 class trot or pace, mile heats, 3 in 5, 1st \$100, and 2nd \$50.
2. 5-8 mile dash, 1st \$100, and 2nd \$50.

3. Farmers trot or pace, mile heats, 3 in 5, (for horses that have never started for public money before) 1st \$35, and 2nd \$15.
4. 3-4 mile dash, weight for age, 1st \$75, and 2nd \$25.

5. Free for all trot or pace, mile heats 3 in 5, 1st \$15, and 2nd \$10, 3rd \$5.
6. 3-4 mile dash, Alberta bred only, maidens allowed 8 lbs., 1st \$75, and 2nd \$25.

7. Saddle horse race, 1-2 mile dash (for horses that have never won public money, weight 105 lbs.) 1st \$35, and 2nd \$15.
8. Named race, special.

As to the report of the quarantining of Leithbridge, the following information has been sent out by Dr. De Veber, medical health officer: It has been brought to my notice that extravagant reports have been circulated along the U. P. R. that the town of Leithbridge, Alberta, is quarantined for small pox. I would state that such is not the case and there is no necessity for any such action. We have a few light cases which are isolated in a hospital used for that purpose. Our local health department is well organized and fully able to cope with the trouble. The outside world need have no fear of contagion from this point, as our measures for suppression of the disease are most stringent.

C & E TRAINS.

The following are the hours of arrival and departure of trains here:

Arrives.	Monday.	Leaves.
5 p. m.	Tuesday, 8.30 a. m.	7 p. m.
7 p. m.	Wednesday, 7.30 a. m.	7 p. m.
7 p. m.	Thursday, 7.30 a. m.	7 p. m.
7 p. m.	Friday, 7.30 a. m.	7 p. m.
7 p. m.	Saturday, 8.30 a. m.	7 p. m.

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One Stallion is a draft, weight about 1700 lbs.

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